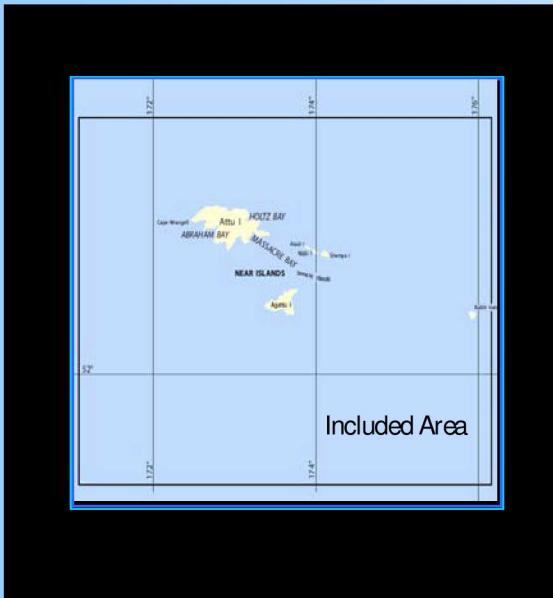


*BookletChart*TM

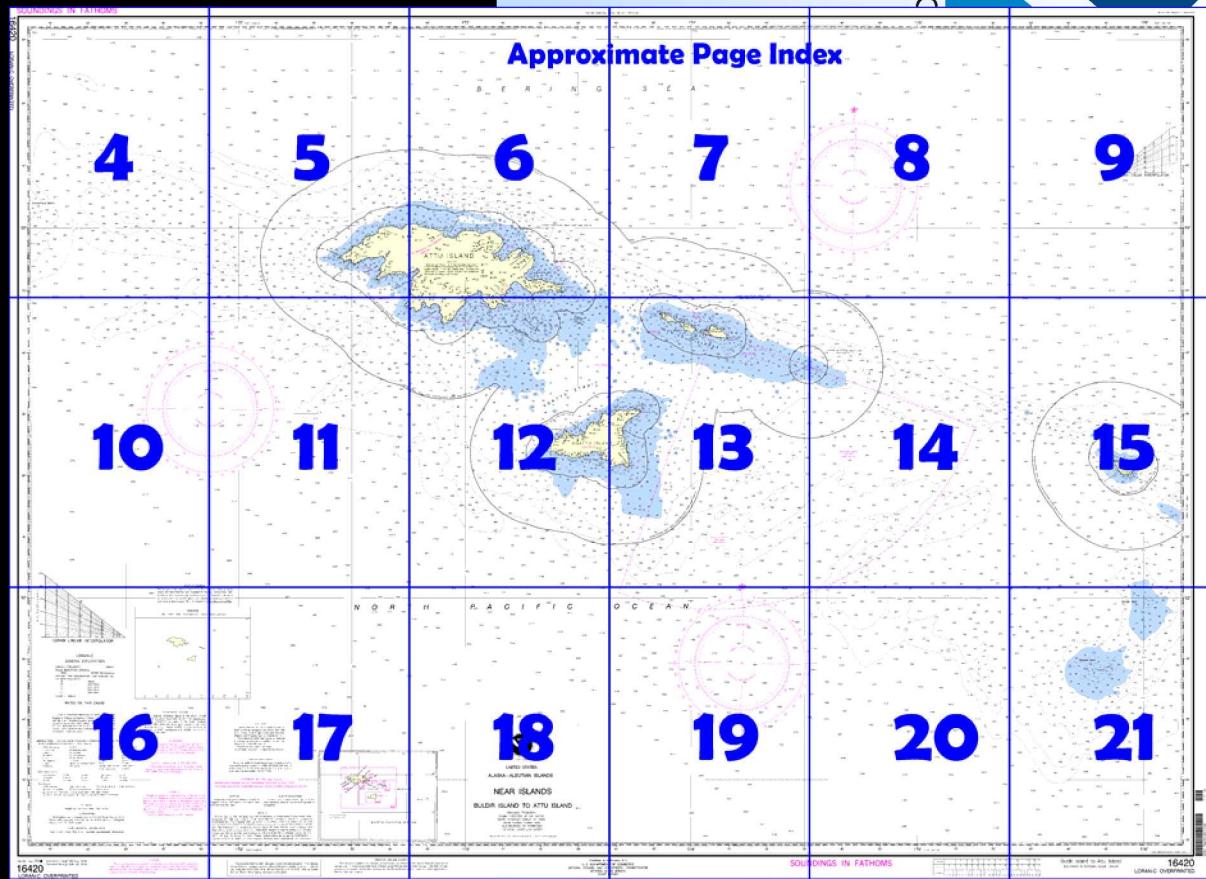
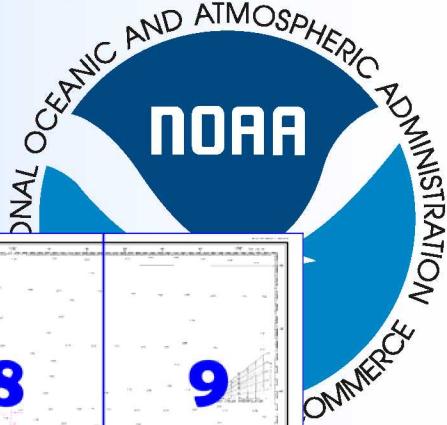
Near Islands - Buldir I to Attu I

(NOAA Chart 16420)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
 - Print at home for free
 - Convenient size
 - Up to date with all Notices to Mariners
 - United States Coast Pilot excerpts
 - Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov

301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

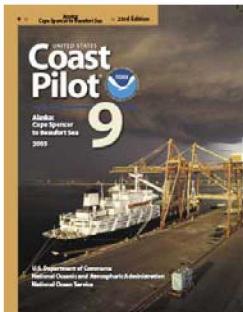
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(1179) **Attu Island**, the westernmost of the Aleutians, is 15 by 35 miles in extent and is indented by many bays and long inlets. The terrain is rugged and has practically no large level area. The bays on Attu Island offer a striking similarity. They are apparently formed by submerged valleys between mountain ridges. The heads of the bays are fed by streams which have carried down enough sand to give a good holding ground. The exception to this is Holtz Bay, which is

rock and sand. At the head of each bay is a crescent-shaped, sand beach with a more or less high bank of sand across the middle. A course down the middle of the bay, with the exception of Massacre Bay, was found to be clear; all that have been investigated show deep water close inshore. Some have rocks along the shore but these are easily seen. Anchorage is in from 10 to 15 fathoms, sand bottom. The best method is to head

into the bay until these depths are reached and anchor. At the heads of most of the bays are barabaras (huts) built by the Aleuts for use during the fur-trapping season.

(1180) Strong currents may be encountered along the N coast of Attu Island, and while variable, the consensus seems to be that they follow strong winds and are noticeably affected by the weather. In calm weather the set is generally SE.

(1181) Survey operations in recent years have roughly defined tidal currents crossing the chain here, setting in a general NW and SE direction at the flood and ebb respectively, except as diverted by shoal and land areas. Slacks follow the times of local high and low water except for a lag at times as great as 1 hour.

(1054) The **Rat Islands**, between Amchitka Pass and **Buldir Island**, are a group of six large islands and several smaller ones covering an area of 60 miles N-S and almost 150 miles E-W. Strong williwaws frequently occur on the leeward sides of the N islands during periods of light to moderate breezes on the windward sides. Areas of clear weather are often found on the leeward sides during periods of heavy fog.

(1151) **Buldir Island** is an isolated island between Kiska Island and the Semichi Islands. This island forms an excellent landmark for the W Aleutians. The island is about 4 miles long and 2 miles wide, rugged and mountainous. The highest summit 2,150 feet, is on the S part of the island. Two lesser summits 2,013 and 1,768 feet, are on the NE end. High, steep landslides are along the E end and on the SW side. The shores, in general, consist of cliffs either rising from the water's edge or backing, narrow rock and sand beaches. The island is a bird refuge.

(1152) A chain of bold rocks and conspicuous islets extends 1.2 miles NW from Buldir Island. The outermost of the three islets is 442 feet high, dome shaped, and an excellent landmark. It can often be seen by vessels passing to the N when Buldir Island is obscured by fog or thick weather. Tide rips are generally in evidence along the submerged ridge that extends 1.8 miles NW from the islet, but no dangerous shoals or reefs are on the ridge.

(1153) At the E end of the island are several groups of rocks, the farthest being about 0.3 mile offshore. The S coast is foul alongshore and should be approached with caution. Other shores are less rocky. Heavy kelp nearly encircles the island and probably marks all inshore dangers. Vessels passing Buldir Island on any course should stay outside the 50-fathom curve.

(1154) The SE to the NW shore of Buldir Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around this rookery which encompasses the entire island. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)

(1155) The anchorage on the NW side of Buldir Island is the shallow bight formed by the island and the chain of rocks and small islets that extend to the NW. With the exception of the narrow valley opposite the anchorage, the slopes rise precipitously from the shoreline to the peaks. The sandy beach at the mouth of the valley affords the best landing on the island and a small stream empties into the bight at this point. Good anchorage, free from strong currents, can be found in 15 fathoms, sand bottom, with the middle of the beach bearing **170°**. The anchorage affords adequate protection in fresh SE to SW weather but not in severe storms from any direction. Anchorage suitable for moderate E weather can be found in 15 to 20 fathoms 1 mile from shore just S of the chain of rocks and islets.

(1156) Extending SE from Buldir Island to Kiska Island is a submerged ridge which is marked by heavy tide rips. **Buldir Reef**, 18 miles along the ridge from Buldir Island, is about 5 miles long and 0.5 mile wide. The dangerous part of the reef includes two areas where breakers can be observed. The E area is estimated to have depths of 2 to 3 fathoms over it. The W area, covered 3 fathoms, is of considerable extent and marked by heavy kelp beds.

Table of Selected Chart Notes

Corrected through NM Aug. 23/03
Corrected through LNM Jul. 29/03

Mercator Projection
Scale 1:300,000 at Lat. 52°00'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 4° from the normal variation have been observed in Steller Cove on the North Shore of Attu Island.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.893° southward and 10.898° westward to agree with this chart.

NOTE A

Navigational regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
Ⓐ(Accurate location) Ⓜ(Approximate location)

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.

PULSE REPETITION INTERVAL

9990 99,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)

M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ½ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been bandied in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NC2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.

COLREGS, 80-1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31, 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

AERO aeronautical	G green	M Morse code	R TR radio tower
AI alternating	IQ interrupted quick	N nun	Rt rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
Bottom characteristics			
Bds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

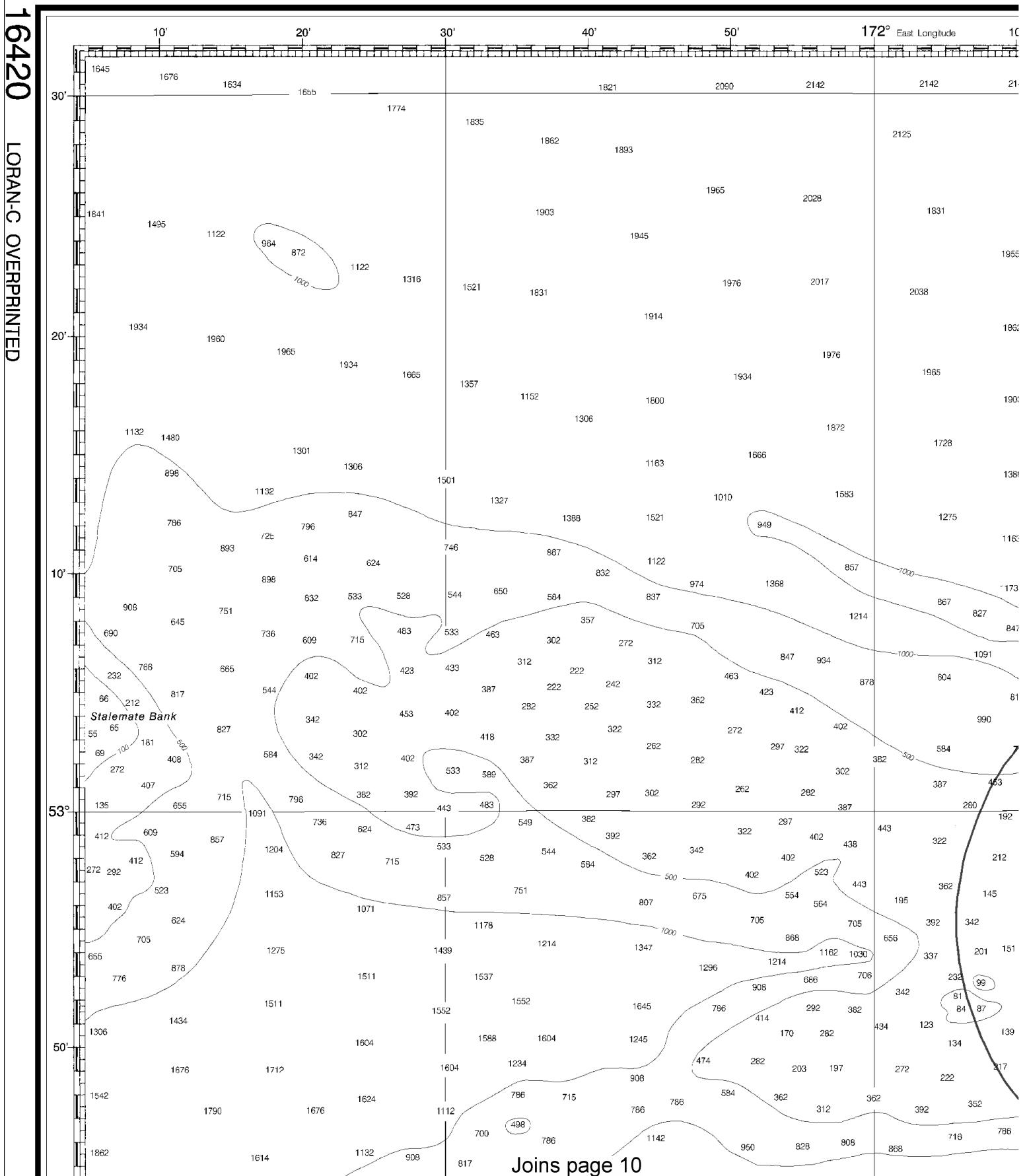
PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

SOUNDINGS IN FATHOMS

16420

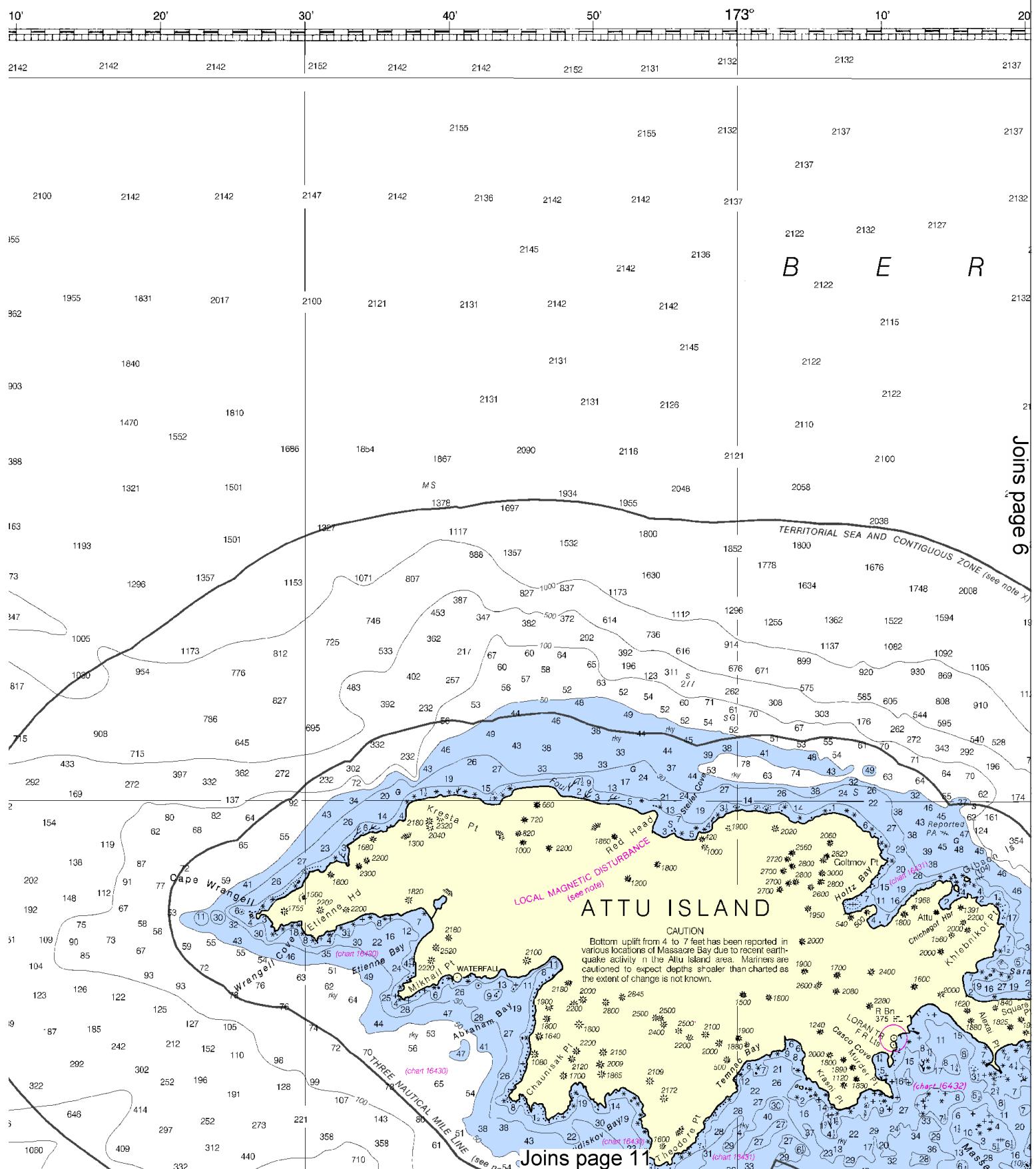
LORAN-C OVERPRINTED



Joins page 10

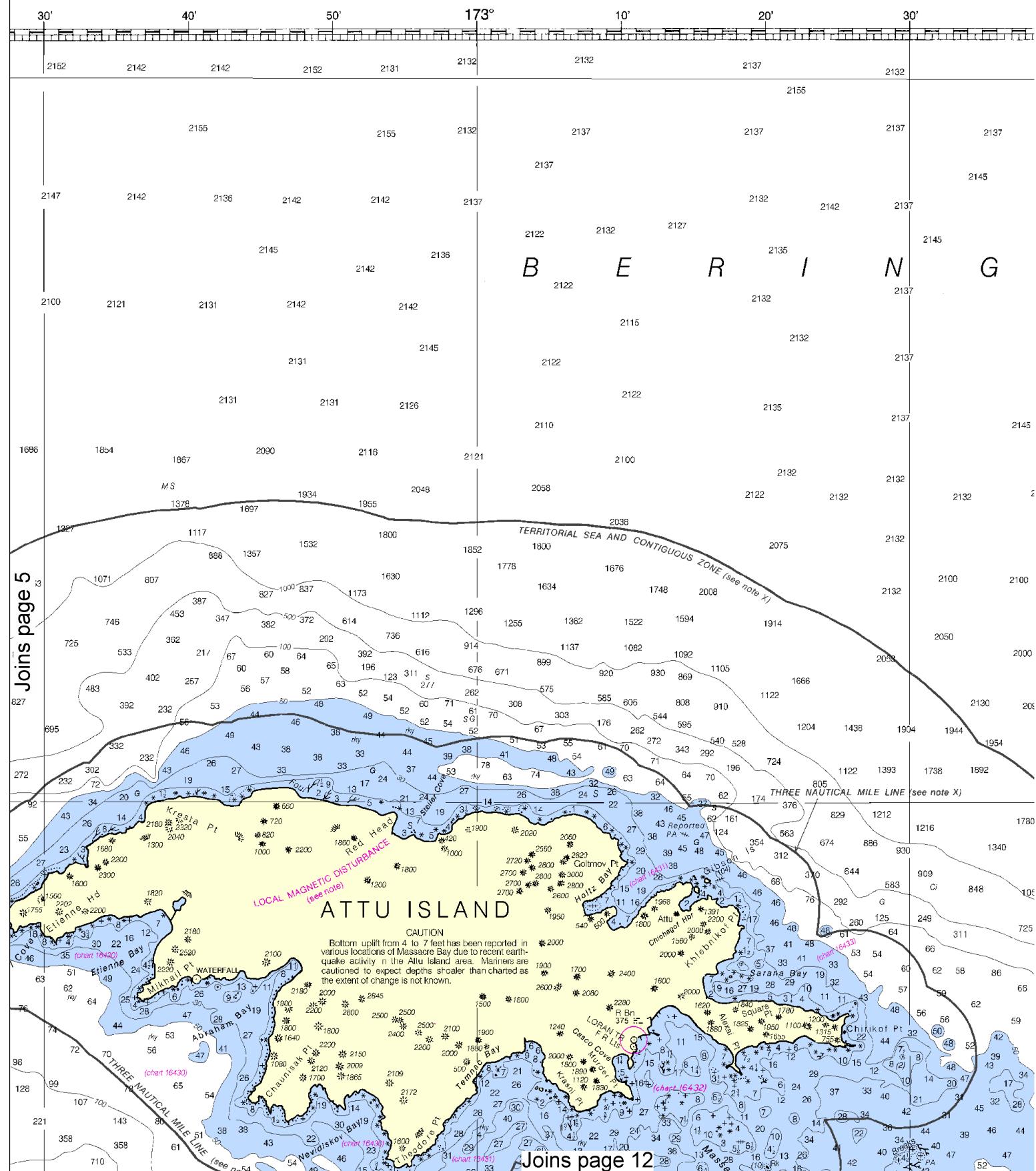
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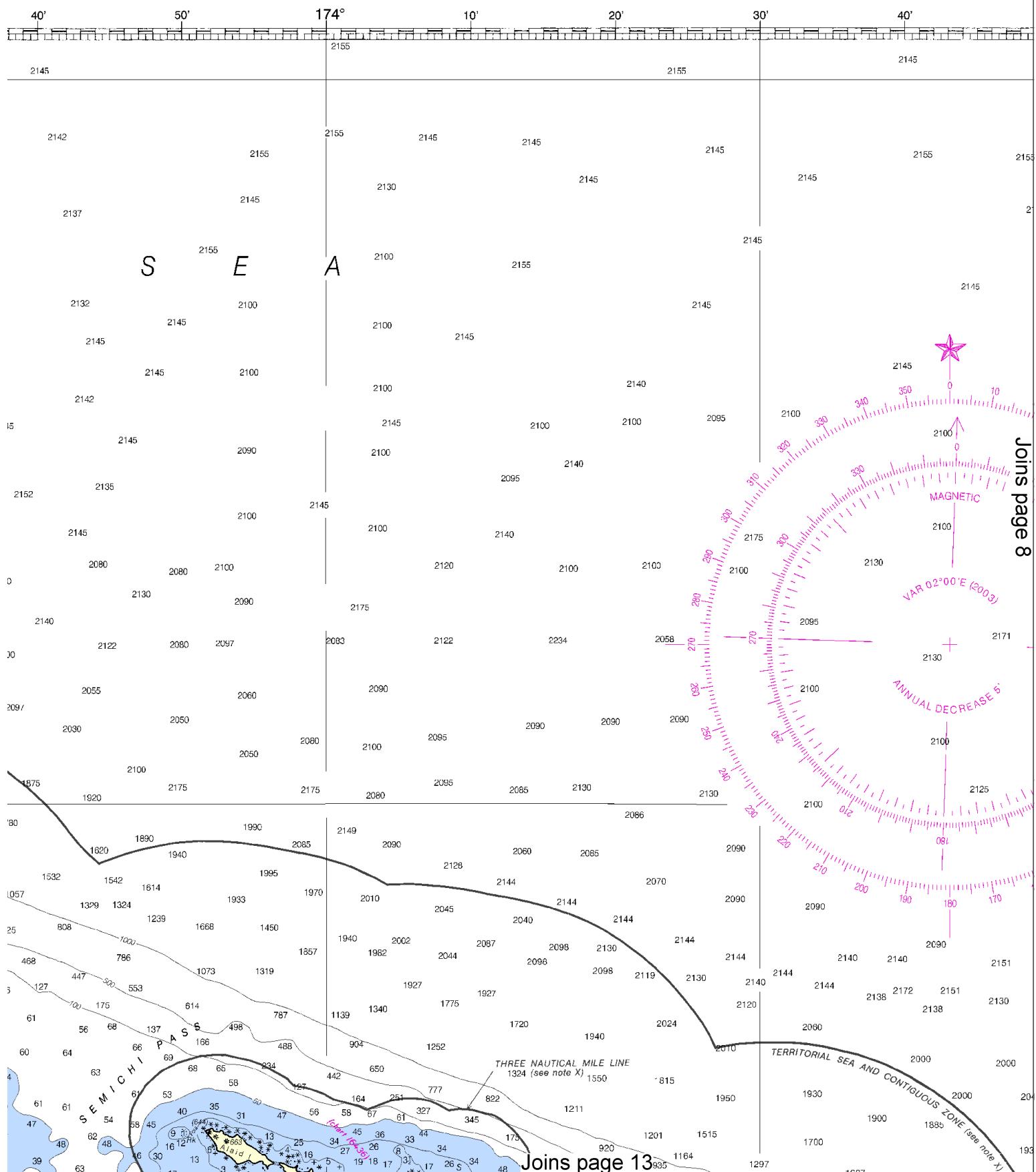
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:400000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Joins page 5



Joins page 12



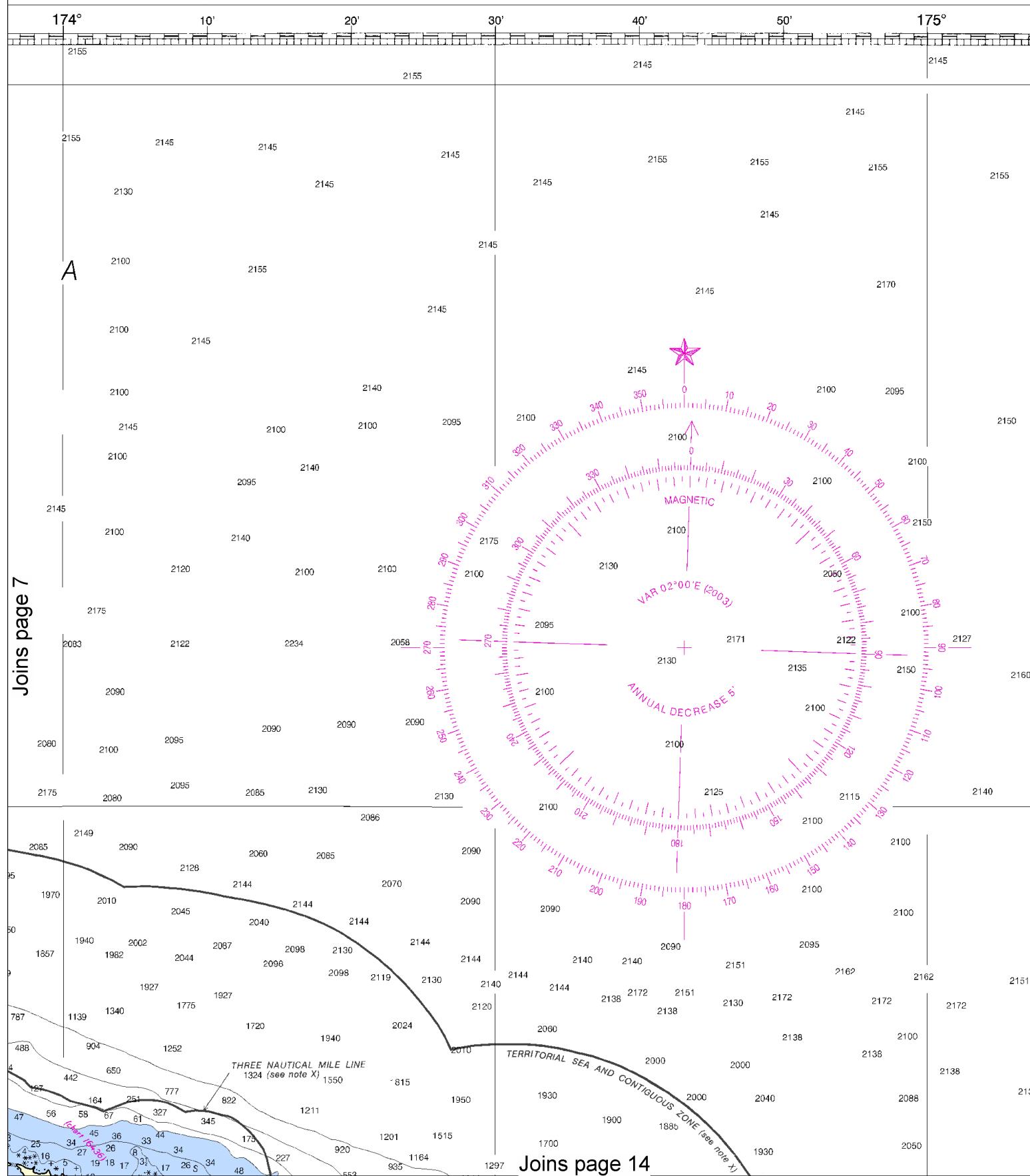


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NGA Weekly Notice to Mariners: 0910 2/27/2010,

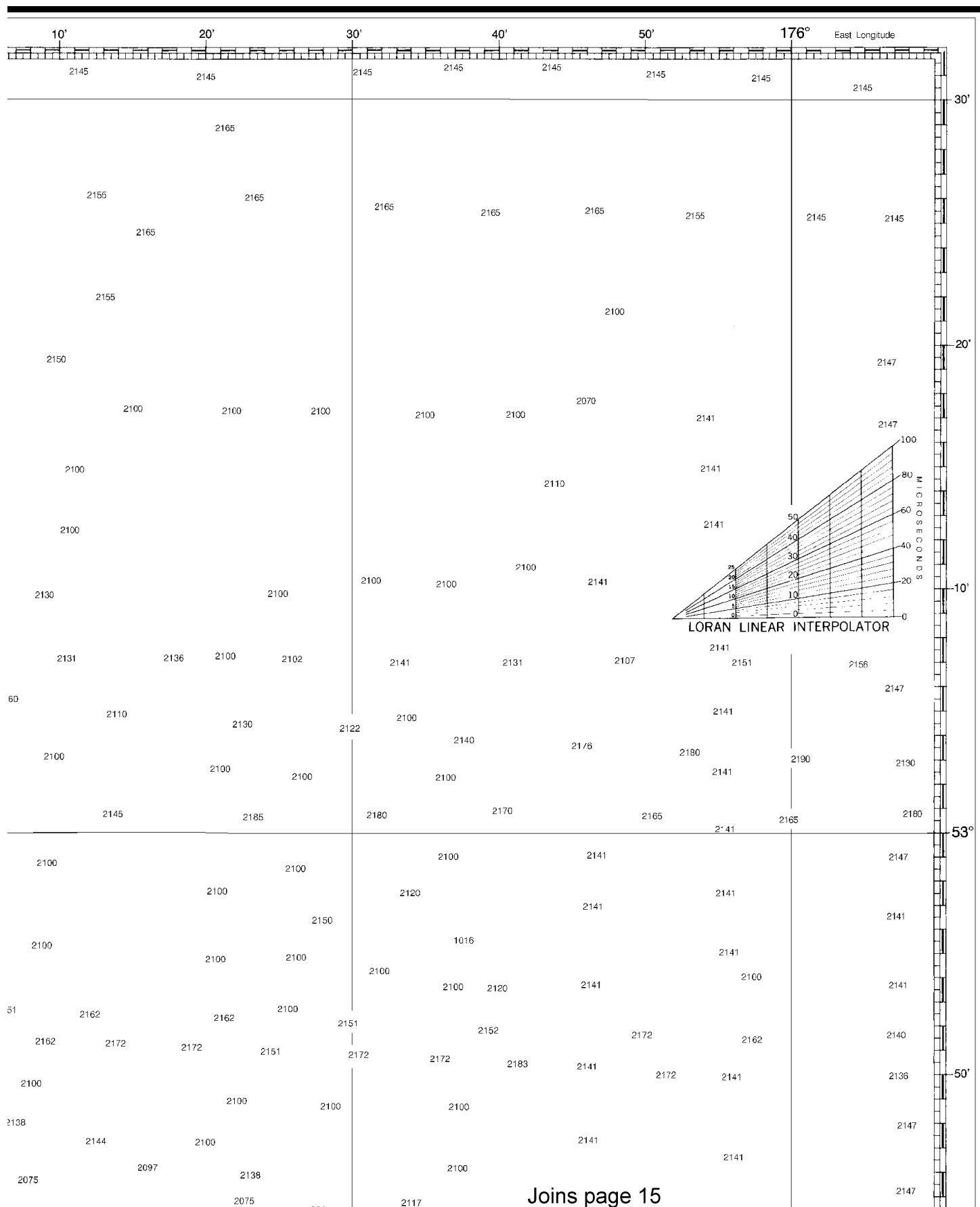
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

Joins page 7



8





Joins page 4

JOINS page 4

JOINS page 16

SOURCE DIAGRAM

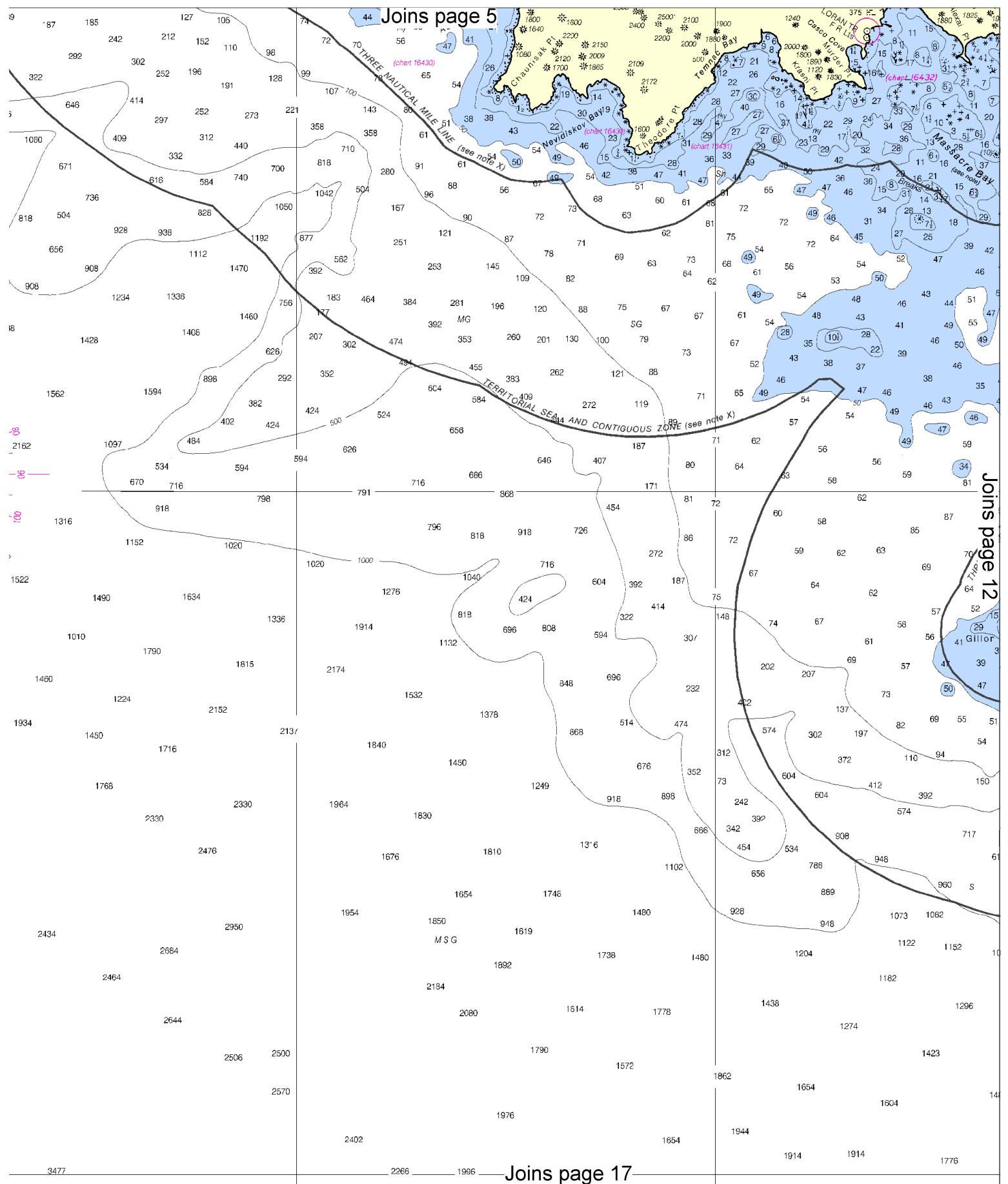
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been conducted in this diagram by date and type of survey. Channels maintained by Corps of Engineers are periodically resurveyed and are

SOURCE DIAGRAM

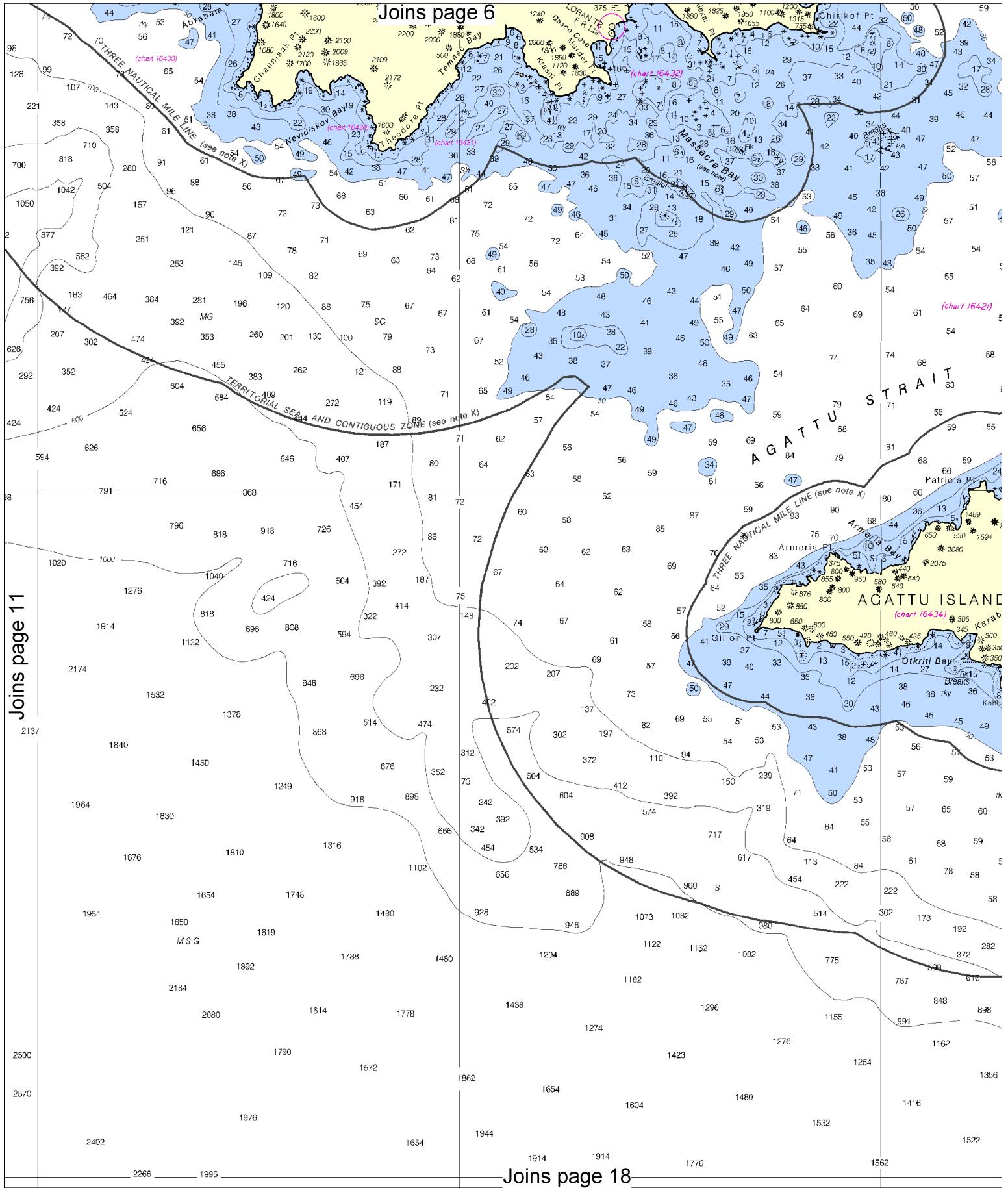
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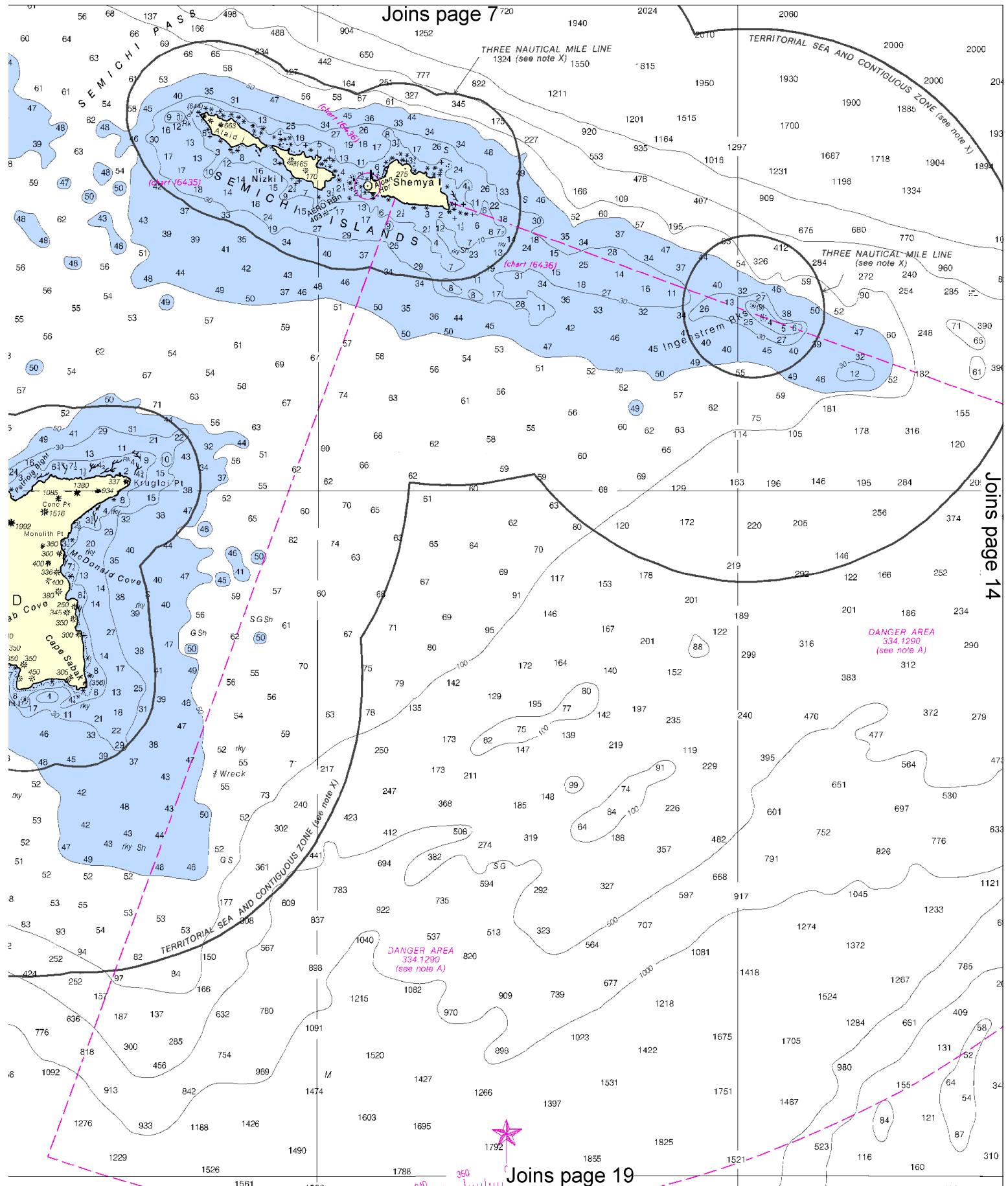
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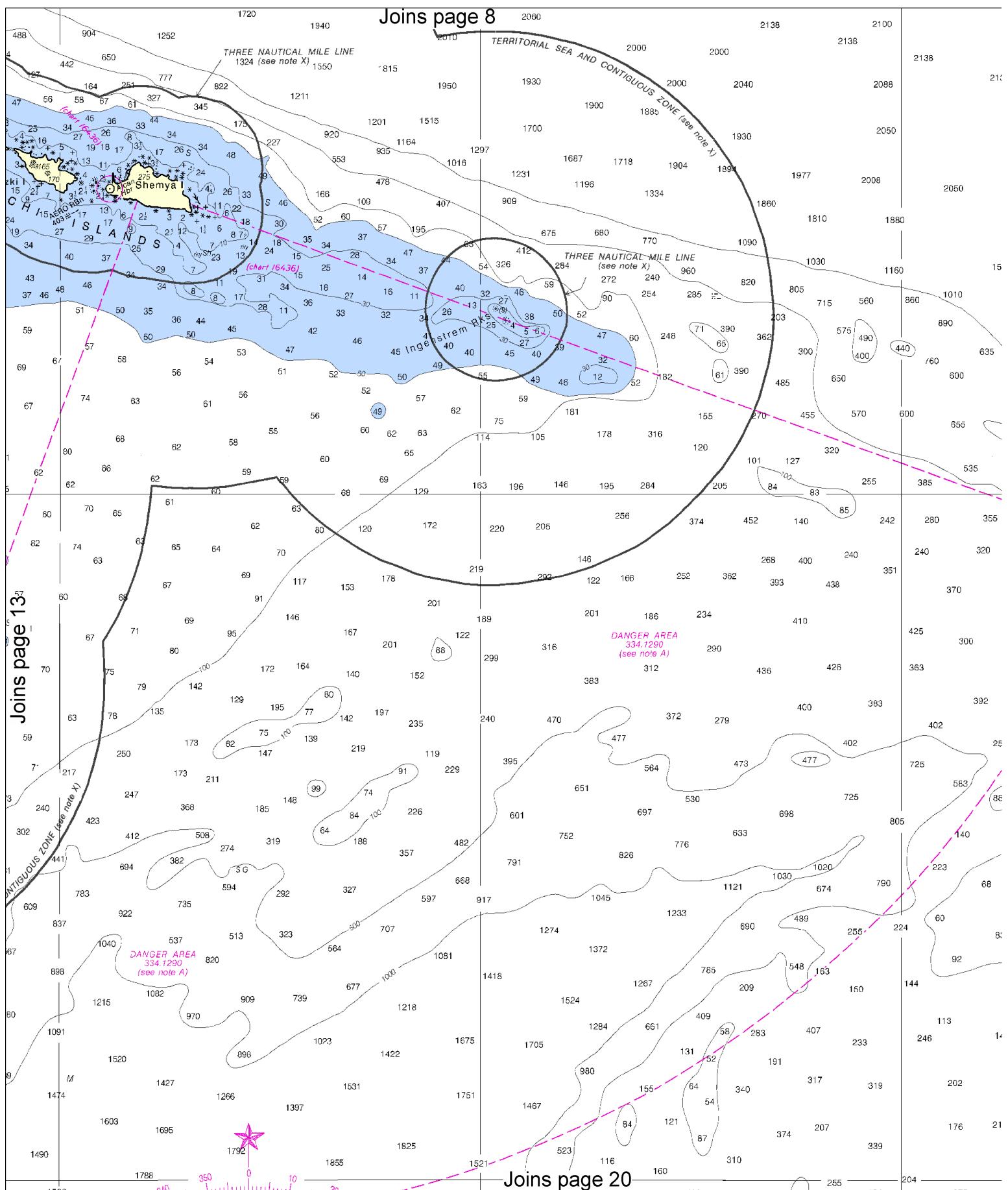




Joins page 11







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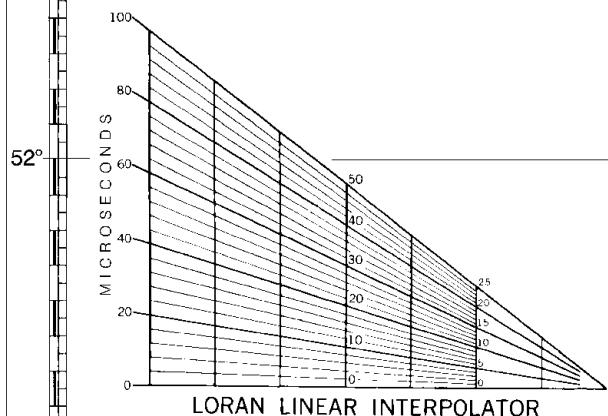
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625	140	90
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—Joins page 21

31796



LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.
 PULSE REPETITION INTERVAL 99.900 Microseconds
 9990 99.900 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators)
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

RATES ON THIS CHART

Loran-C correct on tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the $\frac{1}{4}$ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo. Morse code	R TR radio tower
AI alternating	IQ interrupted quick	N run	Rot rotating
B black	Iso isophase	OBSC obscured	a seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwaves tower	R red	W white
Fl flashing	Mkr marker	Ra Re' radar reflector	WH HS whistling
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
Bld boulders	Co coral	dy gray	so soft
bk broken	G gravel	h hard	Sh shells
Cy clay	Grs grass	M mud	sy sticky
Miscellaneous:			
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED exstinct doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

AUTHORITIES

U.S. Coast Guard.

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AUTHORITY

phy and topography by the National Ocean

AUTHORITIES

Hydrography and topography by the U.S. Army Corps of Engineers, Geological Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

MENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

0th Ed., Aug./03 ■ Corrected through NM Aug. 23/03
Corrected through LNM Jul. 29/03

16420
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CAUTION

This nautical chart has been designed by Ocean Service. Ocean Service encourages users to submit comments for improving this chart to the Chief, Marine Chart Service, NOAA, Silver Spring, Maryland 20993.

CAUTION

16



Joins page 11

2506	2500	1790	1572	1862	1654	1944	1914	1914	1423
2570		1976				1804			14
	2402			1654					
3477		2266	1996						1776

N O R T H

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2412 2545

P A C I F I C

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2424 2392

2545 2340

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2908 2508

2802 2686

3172 3076

3522 3447

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3107 3627

3617 3987

3172 3814

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Joins page 18



UNITED STATES

ALASKA - ALEUTIAN ISLA

NEAR ISLAND

BULDIR ISLAND TO AT

Mercator Projection

Scale 1:300,000 at Lat. 52°0'

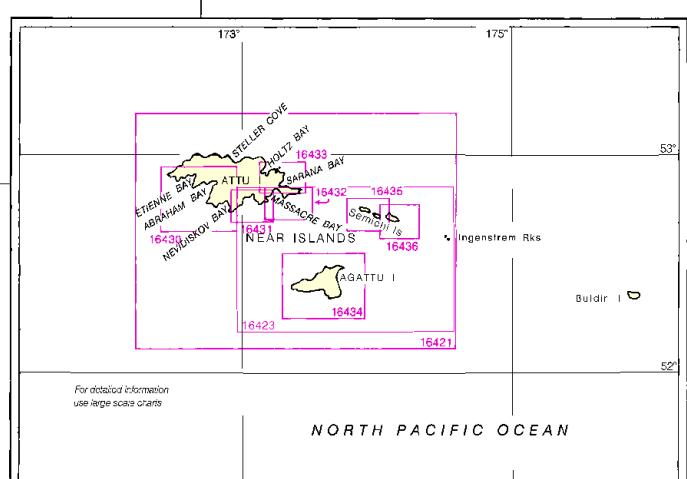
North American Datum of 19

(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

Additional information can be obtained at nautica

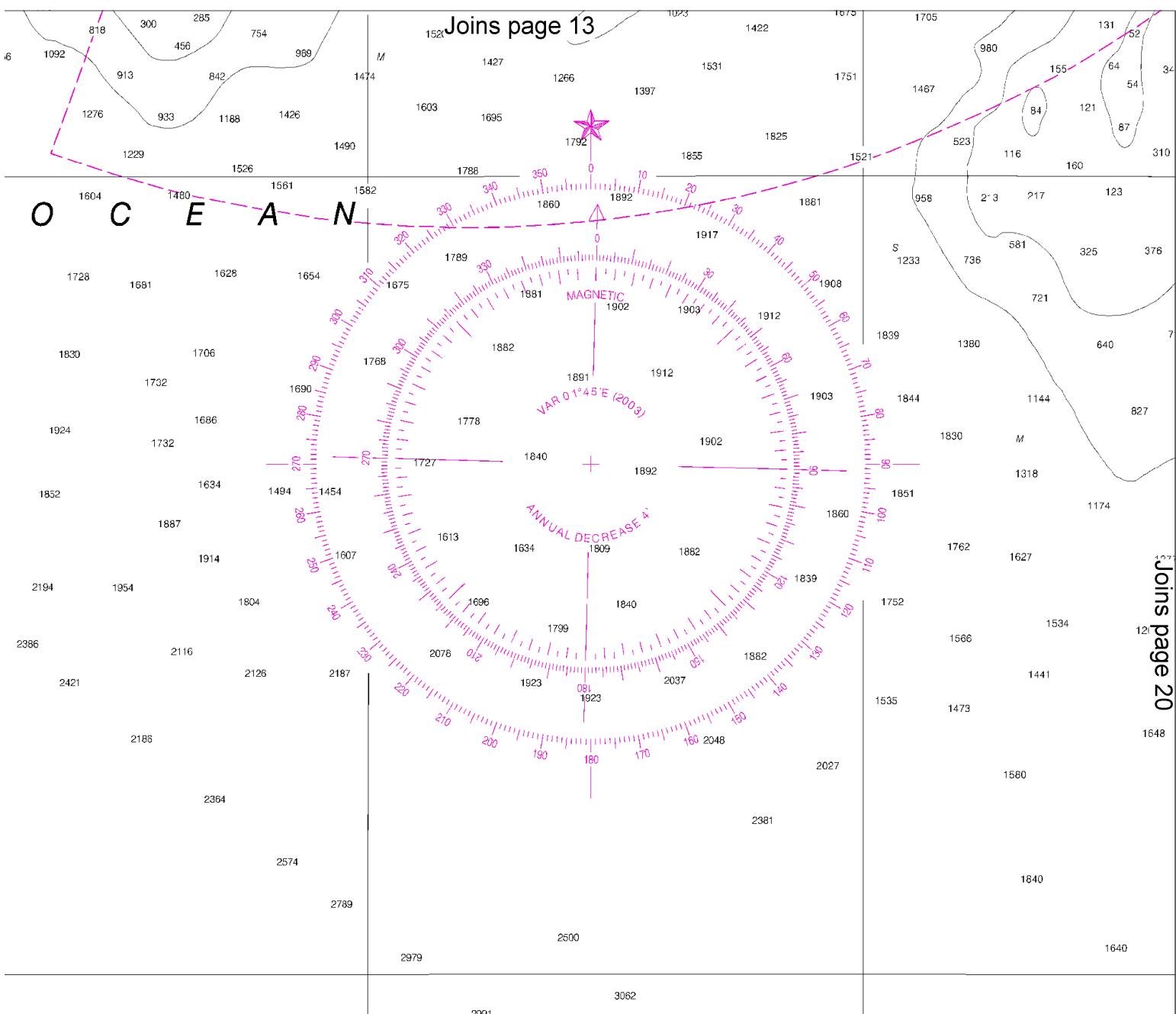


PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

To promote safe navigation, The National Oceanic and Atmospheric Administration (NOAA) provides critical corrections, additions, or comments for Chart Division (N/CS2), National Ocean Service Chart No. 910-3282.

Joins page 13



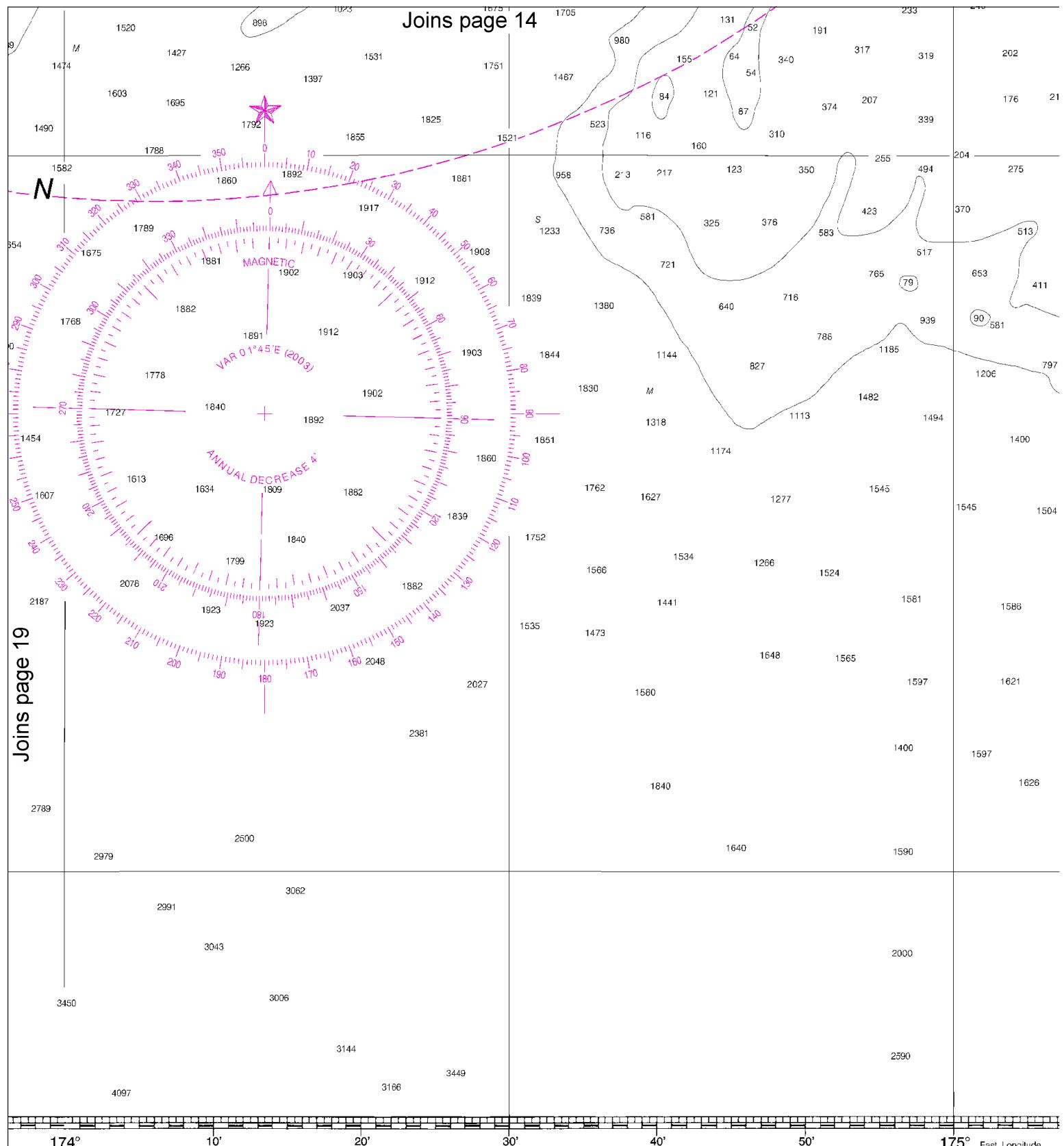
WASHINGTON, D. C.
DEPARTMENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
TELEGRAM SERVICE
SURVEY

SOUNDINGS IN FATHOMS

19

1675 1

Joins page 19



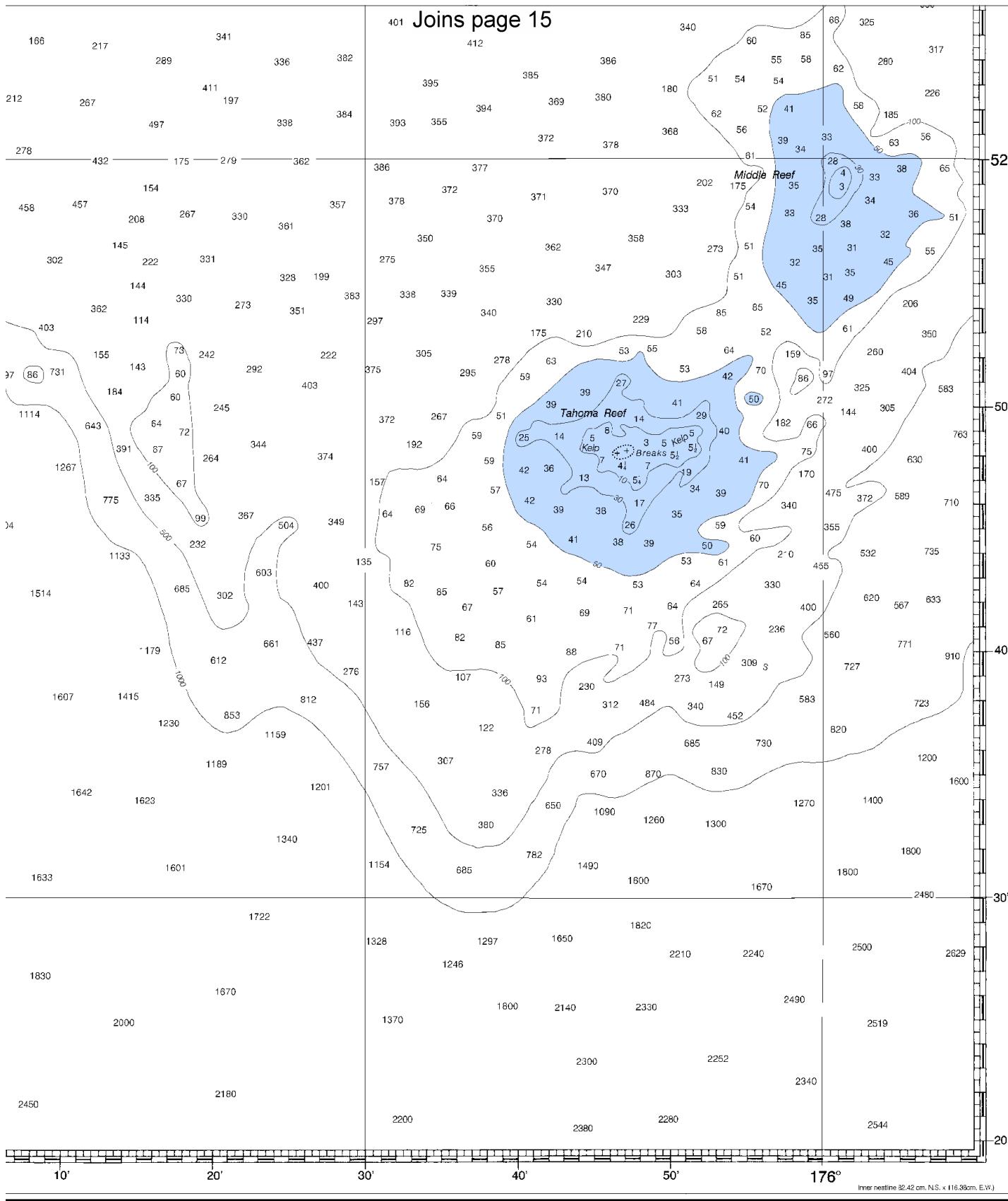
SOUNDINGS IN FATHOMS

FATHOMS
FEET
METERS

20



401 Joins page 15



ED. NO. 10

NSN 7642014011239

NIMA REFERENCE NO. 16AC016430

1S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Buldir Island to Attu Island
SOUNDINGS IN FATHOMS - SCALE 1:300,000

16420
LORAN-C OVERPRINTED

21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.